



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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September 14, 2009
Agenda Item 2.2

Memorandum

DATE: September 3, 2009
TO: Plans and Programs Committee
FROM: Frank Furger, Chief Deputy Director
SUBJECT: Deputy Director's Report

Transportation Bond Measure Projects

I-580 Eastbound HOV Lane Project – The contractor for the first contract has completed work in the median and traffic has shifted in order for the outside widening to begin. The HOV lane is scheduled to open in September 2009 and a ribbon cutting ceremony is being scheduled. Bids were opened for the second contract on June 3, 2009 and the contract was awarded to Ghilotti Construction on July 22, 2009. The CMA issued a Notice to Proceed to the design consultant to prepare the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street. Work on the ITS component of the I-580 TMP continued.

I-580 Westbound HOV Lane Project – The draft Environmental Document was released for circulation on March 25, 2009, the public comment period closed on April 24, 2009 and the Administrative Draft of the Initial Study/Environmental Assessment was submitted to Caltrans in June 2009. The design phase of this project began in June 2008. The Phase two 65 percent PS&E package is ready for Caltrans review. Both the Phase one and the Phase two 65 percent PS&E packages will be submitted to Caltrans the second week of September 2009. The CMA and Caltrans are preparing a Project Change Request to remove the bus ramp from the project scope and to split the project into smaller construction contracts.

I-580/Route 84/Isabel Interchange – This project is sponsored by the City of Livermore and received \$68 million from the CMIA bond fund program. The project was split into three smaller contracts. Contract three, administered by Caltrans was awarded to RGW on July 29. The other two contracts administered by the City of Livermore are under construction.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Environmental and preliminary engineering services are ongoing. The Environmental Document is scheduled for public circulation in September with approval expected in early 2010. The consultant is incorporating Caltrans' comments on the draft Project Report. The North segment 65 percent

PS&E submittal package will be submitted to Caltrans for review in September 2009. At the request of the City of San Leandro, the ACCMA is overseeing the Marina Boulevard Interchange Project Study Report (PSR).

I-80 Integrated Corridor Mobility (ICM) Project –The Design Team will deliver the 100 percent PS&E for the TLSP, the 95 percent PS&E for the Adaptive Ramp Metering (ARM) Project #4, the 65 percent PS&E for the Automated Traffic Management (ATM) and the 100 percent PS&E (including bid documents) for the Traffic Operations System (TOS) Project #3 to Caltrans in September 2009. Traffic Modeling of the I-80 and San Pablo corridors is underway and preliminary results have confirmed benefits in congestion relief due to the Active Traffic Management practices proposed in these combined projects. The Project Change Requests (PCR) and Project Programming Request (PPR) were submitted to Caltrans HQ staff for review and comment in July 2009. When the PCR & PPR are approved, Caltrans HQ will submit the revised schedule and split of projects for approval by the California Transportation Commission (CTC) staff.

I-880 North Safety and Operational Improvements at 23rd/29th Avenues – The Project Report and Environmental Document are underway and preliminary engineering and environmental technical studies have commenced. The Administrative Draft environmental document was submitted to Caltrans on May 28, 2009. A revised Project Report and Environmental Document were submitted to Caltrans on July 27, 2009. A public information meeting in Oakland was held on August 11, 2009. The public circulation of the draft Environmental document is scheduled to begin in September 2009.

Status of Corridor Studies/Projects

I-680 Express Lane Project – The CMA has partnered with Caltrans on the design of this project. The project has been split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. Bay Cities, the contractor for the first contract, Grimmer to Route 238 (Mission Blvd), is continuing to work aggressively to complete the project on schedule (November 2009). Contract 3, Route 237 to Grimmer, was awarded on April 7, 2009 to Top Grade and Contract 2, Route 238 to Stoneridge, was awarded on April 17, 2009 to Bay Cities. Both contractors are working aggressively on constructing the civil elements of the projects. Electronic Transaction Consultants (ETC), the System Integrator consultant has submitted the detailed design document for CMA review and comments. The interface with Caltrans TMC, CHP, and BATA customer service are underway. The project team is monitoring the contract schedules for a possible “open to traffic” milestone in 2010.

I-580 Traffic Management Plan Project – The Center-to-Center (C2C) Program communication hubs project was awarded to DKS Associates. This communication package will link various Transportation Management Centers in the Bay Area which include communication centers at the Metropolitan Transportation Commission (MTC) and Alameda County SMART Corridors. The phase I of the Center-to-Center project has been completed. The Software Integration Package was awarded to Irvine Global Consulting (IGC). This project has been completed. IGC will provide the full documentation of the SMART Corridor software including the Tri-Valley and Grand MacArthur ITS related documents by September 15, 2009. The integration has been

completed and links between cameras, detectors and changeable message signs along I-580 with communication centers at the Cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors has been provided. These projects are on schedule with the close-out date of September 30, 2009. The project is also installing ramp metering on Grant Line Road, North Flynn Road and Portola Avenue, funded from a MTC grant. The design for the Ramp Metering Project is expected to begin by September, 1 2009. The PS&E is due for completion by December, 2009. The construction and installing of ramp meters is forecast for June 2010.

I-580 Corridor ROW Preservation – The CMA consultant prepared environmental documents (Categorical Exemption) for six properties that are currently available for acquisition. The biological assessment was sent to Department of Fish and Game for review.

I-580 Westbound Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road and from Fallon Road to Tassajara Road. The CMA is the lead agency for the environmental and design phase for the Airway to Fallon Road auxiliary lane. This lane is included in the I-580 WB HOV Lane Widening Project. ACTIA is the lead agency for the environmental phase for the Fallon to Tassajara Road auxiliary lane segment and has completed the NEPA environmental document. Caltrans has approved the plans and has issued an encroachment permit to allow this work to be combined with the City of Dublin's Fallon Road Interchange Project. A project specific funding agreement between the City of Dublin and the CMA has been completed and a Contract Change Order has been issued to construct the Fallon to Tassajara Road auxiliary lane, construction is scheduled to be completed in October 2009.

I-580 Eastbound High Occupancy Toll (HOT) Lane: Technical Studies and Preliminary Engineering – Preliminary Engineering and preparation of the Environmental Document began in July 2008. A re-validation of the I-580 EB HOV lane project environmental document was prepared to analyze the impacts of a single HOT lane. The re-validation was submitted to CT for review in August 2009. The CMA has requested that additional studies be prepared to investigate the feasibility of a double HOT lane. A contract change order to install the infrastructure of some of the civil elements of the HOT Lane was issued to the EB HOV project. The CMA is investigating possible alternatives for delivery of the civil elements of the project. A final draft RFP for the system integrator is being circulated for review and comment by the project team.

I-580 Westbound High Occupancy Toll (HOT) Lane: Cost/Revenue and Operations Analysis – The Cost/Revenue and Operations Analysis is underway and scheduled to be completed in January 2010.

I-680/I-880 Cross Connector Project – This project is currently on hold due to a shortage of Caltrans oversight funds.

I-580 Soundwalls: San Leandro – The San Leandro soundwall project contractor began work on June 15, 2009. A kick-off event was held on July 9, 2009 at the San Leandro Public Library.

I-580 Soundwall Design: Oakland – The 95 percent PS&E for the Oakland soundwall is scheduled to be submitted to Caltrans on August 14, 2009, following incorporation of Caltrans comments.

Caltrans Corridor System Management Plans -The California Transportation Commission requires Corridor System Management Plans (CSMPs) for corridors in which Corridor Mobility Improvement Account and State Route 99 bond funded projects are programmed. The purpose of the plans is to preserve mobility gains from the investments by managing the corridor for highest sustained productivity. The plans identify a corridor management strategy that all jurisdictions, regional agencies, and modal operators along the corridor agree to and that will guide corridor development, operation, and investments from all sources. The plans are based on diagnostics of the causes of congestion and micro-simulation of all strategies, actions and projects that determine the most effective mix to restore and preserve corridor productivity. The plans also complement and support activities in the Regional Blueprints efforts, compliance with Assembly Bill 32 and Senate Bill 375, and the implementation of the Smart Mobility Framework. The CSMP preparation process is led by Caltrans, MTC and ACCMA (I-80) for four corridors in Alameda County: I-80, I-880, I-580 and SR-24. These CSMPs are due for completion by September 2009. Fact Sheets describing a summary of each CSMP plan and process were provided to ACTAC in their July 2009 meeting and the findings and recommendations will follow at the end of 2009.

Ardenwood Park & Ride Lot Project – Construction of the Park and Ride Lot began on September 18, 2008. The new portion of the Park & Ride Lot opened on July 20, 2009. The Caltrans portion of the Lot was closed at that time for rehabilitation and re-opened on August 18, 2009. All 351 spaces are now available for public use. A sub project was developed to construct a CMS sign on State Route 84, place “next bus” signs in the bus shelters, provide striping and signal modifications to improve access from Ardenwood Blvd. and construct a restroom for AC Transit’s use. The CMS will no longer be constructed, in lieu of the CMS AC Transit has requested installation of addition security measures and pavement rehabilitation of AC Transit pavement within the shopping mall. These sub projects will extend completion to October 2009.

BART to Warm Springs –The BART Board awarded the contract for the construction of the Fremont Central Park Subway ("Subway") to the Joint Venture of Shimmick-Skanska on May 28, 2009. Following execution of funding agreements with MTC and ACTIA, the Fremont Central Park Subway contract was awarded to Shimmick-Skanska and a Notice of Award was issued in July. Preliminary engineering on the Line, Track Station and Systems ("LTSS") contract is nearing 100% complete. A Request for Qualifications (RFQ) for the LTSS contract is expected to be issued this summer. Subject to Right of Way Certification and execution of additional funding agreements, a Request for Proposals (RFP) is expected to be issued fall 2009. LTSS contract award, based on "best value" criteria, is expected in mid-2010. Following completion of design-build construction and testing, WSX is expected to open for revenue service in late 2014.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor (SVRTC)) – The Final EIS is expected to be circulated in January 2010.

Caldecott Tunnel 4th Bore – The Final Environment Document for the project is available for review on the project website at: www.dot.ca.gov/dist4/caldecott/. CMA staff continues to coordinate with Caltrans on the project delivery through the Project Leadership Team (PLT) and the Executive Steering Committee (ESC). Caltrans has reached agreement with the Fourth Bore Coalition to settle the litigation that was filed against the project. The CTC approved allocations in May that allow Caltrans to advertise the project. The project was advertised on May 19, 2009, Caltrans has delayed the bid opening from August 11, 2009 to September 16, 2009 to allow additional time for contractors to review bid documents.

Dumbarton Rail Corridor – The project continues to proceed with finalizing the environmental, constructability and structural evaluations. The draft EIS/R is progressing and is expected to be released by fall 2009.

Grand/MacArthur Corridor Transit Enhancements – This project is a key first step towards bringing major transit improvements to the Grand Avenue/MacArthur Boulevard corridor. The limit of this corridor is from Eastmont Mall to the Transbay Terminal in San Francisco. This SMART/Bus Rapid Transit (BRT) Corridor implementation will be modeled after the existing San Pablo Avenue and International/Telegraph SMART/BRT Corridors. On July 31, 2008, the CMA Board awarded the Grand/MacArthur Corridor Transit Enhancement Project construction contract to Ray's Electric, the lowest responsive bidder. Construction started September 22, 2008. The contractor has installed all ITS elements of this project on Grand Ave. This project has been completed. Staff is working with the construction manager (S&C Engineers Inc.) and the contractor (Ray's Electric) to close-out this project in September 2009.

SMART Corridors Programs – CMA's SMART Corridors partnerships includes 29 public agencies. The CMA provides video and traffic data to the public and to transportations managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is also assisting the City of Oakland in procuring traffic signal central software to accommodate Transit Signal Priority (TSP) on AC Transits' Rapid Bus on San Pablo Avenue.

Alameda County Traffic Operation Center (TOC) – The CMA is assisting the Alameda County Public Works Agency in the implementation of a Traffic Operation Center (TOC) at the county facilities in Hayward. The TOC would enable county transportation staff to access county traffic signal system and all Closed Circuit TV (CCTV) cameras available to the SMART Corridors Program in real-time.

Webster Street SMART Corridor – CMA in partnership with the City of Alameda is implementing the Webster Street SMART Corridor project. The purpose of this project is to improve traffic and transit operations and safety. The project includes implementation of a Traffic Incident Management (TIM) system through Webster/Posy Tube connecting the City of Alameda with the City of Oakland where the area trauma center is located, along with transit and traffic operations and safety improvements. The City of Alameda Public Works Department is coordinating the activities with the fire and police departments. Additional stakeholders on this project are AC Transit, Caltrans, California Highway Patrol and the City of Oakland. The

funding for this project has been provided through a variety of local and federal sources totaling \$1.4 million, including a \$340,000 federal Earmark for this corridor provided by the CMA.

San Pablo Avenue Rapid Bus Stop Improvements - The CMA is taking the lead in implementing approximately \$2.6 million in improvements to the Rapid Bus stops in Alameda County funded through AC Transit using Measure B funds. At the request of the cities, the CMA and the funding agencies have agreed to implement streetscape amenities as an alternative to the installation of decorative crosswalks. This extended the project completion date to September 2009. All project elements are completed with the exception of median islands which started in May 2009. The median islands design has been completed. Agreements with cities of Oakland and Berkeley regarding the median maintenance have been reached. The encroachment permit was issued by Caltrans on August 20, 2009. The phase III of this project (median design and landscaping) will start on September 1, 2009 with a completion date of November 1, 2009.

Central Alameda County Freeway System Study - The prioritized Local Alternative Transportation Improvement Program (LATIP) project list and the supporting documentation was distributed to the PAC on August 5, 2009. Local approvals are being sought similar to the process used for the Financially Unconstrained LATIP and are scheduled for September 2009. The LATIP is anticipated to be considered by CTC at its October or November 2009 meeting along with the Notice of Intent to Rescind the Freeway right-of-way.

MTC's Lifeline Transportation Program - STA funds for the Tier 1 Lifeline program are available to projects approved by the CMA Board and MTC. JARC funds for approved Tier 1 Lifeline projects will be available fall 2009, pending funding agreements with MTC. The Tier 2 program is subject to confirmation of the FY 2009/2010 state budget. Small Urbanized Area JARC Funds are available now. Livermore is the only area in Alameda County that is eligible for these funds and the Board is scheduled to consider Livermore's application at its September meeting. The intent of the Lifeline Transportation Program is to fund projects that increase transportation mobility for low income residents in Alameda County.

Berkeley/Oakland/San Leandro BRT -The BRT TAC meeting was held on August 13, 2009 to prepare for the August 21, 2009 BRT Policy Steering Committee. The approach and schedule for getting the Locally Preferred Alternative (LPA) and the FEIS/R was discussed. The next TAC meeting is scheduled for September 10, 2009 at 9 a.m. The BRT PSC meeting was held on August 21, 2009. At the meeting, the PSC clarified the Committee's membership, received presentations on AC Transit's Emissions Reduction Program and BRT experiences in other cities, and discussed the LPA adoption and FEIS/R schedule. The next BRT Policy Steering Committee (PSC) meeting is scheduled for September 18, 2009 at 3 p.m.

Transportation and Land Use Work Program - The City of San Leandro submitted their revised Transit Oriented Development Technical Assistance Program (TOD TAP) scope of work and the contract is being processed. At its July Board meeting, the ACTIA Board approved allocation of \$200,000 to the ACCMA for the Technical Assistance Program to advance specific issues related to the implementation of TOD in Alameda County. Staff is working with the City of Livermore on a scope of work to support the Livermore Station Area Plan Community Visioning process it is currently undertaking. The Board will be reviewing this item at its September meeting. Staff

continues to coordinate within the county to determine how to integrate TOD into climate change goals.

Guaranteed Ride Home Program – There are 4,499 employees and 192 employers actively registered in the program. Thirty seven new employees and two new employers registered in the past month. Two rides were taken in the past month – one taxi and one rental car. The average cost per taxi trip is \$83.75 and the average trip length is 38.7 miles. The average one-way trip distance for a rental car ride is 48 miles. The average savings for a rental car ride compared to a cab is \$73.00 per ride. CMA is coordinating with the Rideshare committee and the CMA Association to obtain input on combining CMA's GRH program into a regional program. The GRH website has been recently updated to reflect the new zero minimum employee per employer requirement.

Truck Demand Model – The truck count database was presented to the Task Force at their July 22nd meeting. Based on the comments received from the Task Force, the database was cleaned up and presented at their August 18th meeting. The sources of the data are new counts for arterials and freeways and PeMS data for historical counts. New counts from 2009 are being factored into the 2005 base year model. The consultants are also working on the trip generation component of the model and the Origin-Destination Matrix Estimator (ODME) process. The next Task Force meeting is scheduled for September 15, 2009 at 10:00 a.m.

Update on Climate Action Activities – The next meeting of the Climate Transportation Working Group is scheduled for October 14, 2009 at 10:00 a.m. to discuss multi-modal level of service.

Countywide Transportation Plan/Regional Transportation Plan – The Board approved the revised Countywide Transportation Plan at its June meeting. The final Countywide Plan will be printed, distributed and posted on the web by the end of August.

Intensity of Vehicle-Hours of Delay – As requested by the Board, staff estimated the intensity of vehicle-hours of delay based on the 2008 Freeway Monitoring Data collected by MTC. The attached spreadsheet shows the ranking based on the intensity of delay and compares it to total vehicle-hours of delay.

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